



## JUST FOR THE RECORD

By S. ROBERT POWELL

**ESTABROOK FAMILY.** Since the publication of the article "Estabrook family traces roots in Carbondale to Civil War days" in the NEWS (June 15, 1983, page 1), several members of the Estabrook family have not only made available new information about the early history of the Estabrook family, but also have made revisions to the information presented in that article. Just for the record, therefore, we will record that information here.

The second paragraph from the end of that article should read as follows: "In that same G.A.R. record book, we learned that Charles Hubbard Estabrook (father of Charles Vivian Estabrook, who was born on November 6, 1869) was born in Demmerston,

Vermont, on November 9, 1834, and that he resided in Carbondale, where he was a marble dealer. On February 13, 1864, he entrusted his business to his son, Elwin Hubbard Estabrook, and entered into the service of the nation as a private in Company B, Sixth New York Heavy Artillery. He served with distinction and was wounded twice. At the conclusion of the Civil War, after 16 months of service, he was discharged, on June 26, 1865, with the rank of captain. Following his discharge, he and Elwin continued in the marble business until the death of Charles Hubbard Estabrook. On April 11, 1888, Charles Hubbard Estabrook was mustered into G.A.R. Post No. 187, by transfer from Myron Point Post No. 512. He died on November 22, 1888, and was buried in Jackson, PA. His wife, Adeline Morse Estabrook, died on August 22, 1920."

The wagon shown in the photograph that accompanies the Estabrook article in question is a Fourth of July parade float. Also, the house seen over the wagon box, we learned from Cy Grosvenor, is "the house at the corner of Williams and Dickson, long the home of the Carl Halkyer family. Mrs. Amy Monahan is Carl's daughter." Mr. Grosvenor told us, in addition, that Gravity Railroad Plane No. 1 (seen in the background in the photograph in question) is not present-day Dickson Avenue. Rather, "what was Plane No. 1 is now the back yards of the homes on the south side of Canaan Street."

The photograph of a tombstone marking the graves of various members of the E. H. and C. Castle family (referred to in column 2 of the

blacksmith shop. The couple had one son (Hyland) and three daughters (Ethel, Angie, Beth). Ethel married William Coy Tiffany, who was a farmer at Hartford. Beth married George Pritchard, who ran the Hartford store; Angie married Bert Moore and they lived in New Milford. On September 7, 1983, Dorothea Adams reported: "William B. Tiffany, who used to work at Gentex, is a very distant cousin of mine. Somehow, about eleven generations ago, we are related. He looked so much like my father that you would have thought that they were brothers. The widow of William B. Tiffany lives at 42 Garfield Avenue." How, if at all, are Willard Estabrook and Charles Hubbard Estabrook related?

**JEFFERSON BRANCH.** On September 2, 1868, the managers of the Delaware and Hudson Canal Company entered into a contract with the Erie Railroad to build a line north from Carbondale to connect with the Erie main line at Lanesboro Junction, just east of Susquehanna, PA. This line, the Jefferson Branch of the Erie Railroad, was completed and opened to traffic on October 28, 1870, when the first loads of coal rolled north out of Carbondale and on to Binghamton, where they were switched to the Albany & Susquehanna (which was under lease to the Delaware and Hudson Canal Company). The Erie's 34.6 mile Jefferson Branch was purchased outright by the Delaware and Hudson Company on January 1, 1955.

for \$3,500,000, at which time the Delaware and Hudson Company granted trackage rights to the Erie Railroad until the year 2015 over the former Jefferson Branch. An agreement similar to this 1868 agreement between the Delaware and Hudson Company and the Erie Railroad was entered into 21 years earlier between the Delaware and Hudson Canal Company and the Wyoming Coal Association, namely, the Delaware and Hudson Canal Company made an agreement, in 1847, with the Wyoming Coal Association to transport their coal to market through the Delaware and Hudson Canal Company's canal. The Wyoming Coal Association soon grew into the Pennsylvania Coal Company, and, in March 1848, this company began to build a gravity railroad that was similar in design to that of the Delaware and Hudson Canal Company. The Pennsylvania Coal Company's Gravity Railroad had 22 planes. It extended from Port Griffith on the Susquehanna to an Hawley (47 miles) on the Delaware and Hudson Canal Company's canal. Construction was completed in the spring of 1850, and the first load of Pennsylvania Coal Company coal went down the Delaware and Hudson Canal Company's canal in May 1850. In 1855, over a million tons of coal were shipped through the Delaware and Hudson Canal Company's canal, with about one-half of this coal belonging to the Pennsylvania Coal Company. In 1868, the Pennsylvania Coal Company's Gravity Railroad was abandoned and quickly dismantled and a locomotive road was run through the valley to take its place.

## Weekly fire and police log

### INCIDENTS

**September 11**  
John Barreca, Green Street, reported to Officer Joseph McDonald that three rocks and a board had been stolen from his driveway during the night.

**September 13**  
Eugene Ogazaly, Williams Avenue, reported to Officer Joseph Jacobino that a large dog had jumped him and bit his arms and clawed his face.

**September 15**  
Siana Sportswear, John Street, reported to Officer Joseph Mase that several windows had been smashed.

**ACCIDENTS**  
**September 9, 12 p.m.**  
Two-vehicle accident on North Main Street. Vehicle 1: 1975 Mercedes, driven by Judith Ann Oliveri, RD 1, Carbondale. Vehicle 2: 1975 Ford, driven by Charles Alleger, Philadelphia. Both vehicles were parked. When the driver of vehicle one put her car into reverse, the motor raced up and she lost control and backed into the Alleger vehicle. Officer Joseph Mase investigated.

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**September 11**  
Stephen Joseph Tolerico, RD 1, Carbondale, was driving south on Wayne Street when a vehicle coming in the opposite direction forced him to go off the right side of the roadway and hit a utility pole. Officer Robert E. Leonard investigated.

**September 13**  
Two-vehicle accident on North Main Street. Vehicle 1: 1973 Ford sedan driven by Joseph Cerra, 135 Westgate Drive. Vehicle 2: 1980 Ford truck, driven by Anthony Galens Jr., 1078 Blair Avenue, Scranton. Cerra was making a right turn onto Salem Avenue and didn't see Galens and hit the Galens vehicle on the right door.

Officer Dominick Andiora investigated.

**September 11, 2:32 p.m.**  
Two-vehicle accident on Belmont Street and Clark Avenue. Vehicle 1: 1970 Pontiac, driven by James J. Petruzella, 16 Cortland Street. Vehicle 2: 1981 Dodge, driven by James Beh, 372 Washington Avenue, Jermyn. Petruzella was traveling south on Belmont Street and did not see the Beh vehicle

and made a left turn and collided with the Beh vehicle. Officer Joseph McDonald investigated.

**September 12, 1:20 p.m.**  
Two-vehicle accident at the intersection of Copeland Avenue and Belmont Street. Vehicle 1: driven by Michael Mahoski, 34 Birkett Street. Vehicle 2: a 1973 Chevrolet driven by Mary Jane Schermerhorn, 255 Dundaff Street. Mahoski reported to Officer J.F. McDonald that his gas pedal stuck, causing him to collide with the Schermerhorn vehicle.

**FIRES**  
**September 8, 10:25 a.m.**  
Trucks 1 and 3 responded to vehicle on the right door. Officer Dominick Andiora investigated.

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